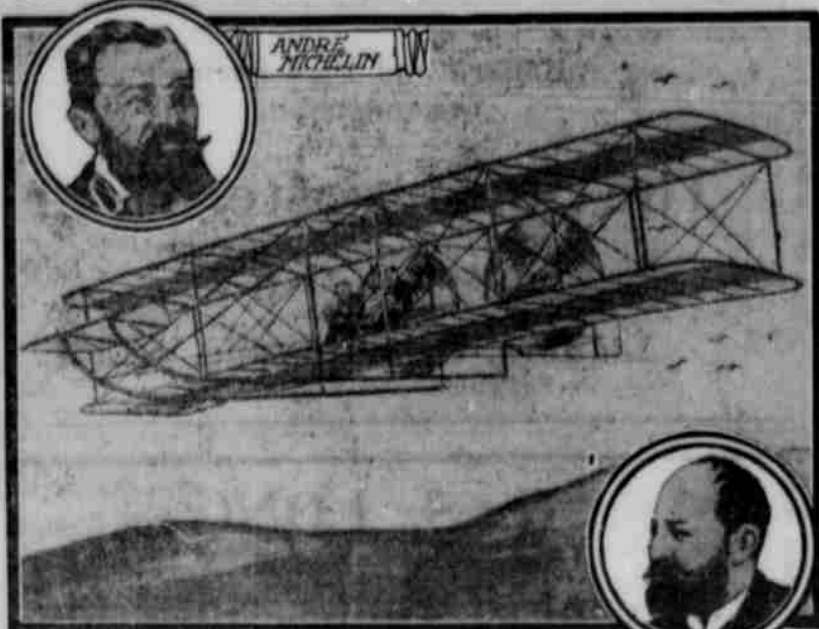


# AIRSHIP RIVALRY WARM

AMERICA AND OTHER NATIONS  
PUSHING EFFORTS TO SECURE  
SUCCESSFUL FLIER



THE WRIGHT MACHINE ABOVE NORTH CAROLINA COAST

EDOUARD MICHELIN

So many are the inventors of airships and aeroplanes to-day, so numerous the experiments in aeronautics and so frequent the flights of venture-some pilots of at least partially successful airships, that scarcely has the record made by one man grown cold ere a new record is waiting to be chalked up on the score card. The rivalry between these men for the solution of the secret of air navigation is indeed warm, and the interest of the public is growing keener every day.

Europe a few years ago had a long lead in the new sport, or scientific study, whichever you may choose to consider it, but America is making long strides in the art of balloon making and balloon sailing, and may yet be the land in which the secret of successful and practical airship navigation is discovered, for not only is she eager to learn all that the experts of other lands can teach her, but she is making investigations along lines of her own.

Delagrangé, the famous French aviator, who has been making successful long-distance aeroplane flights in different parts of Europe, will, it is said, visit America some time this summer. This may give increased impetus to the Wright brothers in their efforts to solve the problem of the heavier than air airship.

On August 13 the United States war department will begin the first official test of gasless flying machines at Fort Myer, Va. These are of incalculable importance, because if the flying machines do all the government has laid out for them to do it will simply be a question of turning out machines rapidly enough to meet the demand.

In the development and use of dirigible balloons the European governments have surpassed us by leaps and bounds, but in the realm of mechanical flight we are a long way in the lead. Prof. Langley, the Wright brothers, A. M. Herring, O. Chanute and other Americans progressively discovered and developed the basic principles of the heavier than air machine, and men like Delagrangé and Farman of France have only adopted what our inventors worked out.

Two flying machines will go into the arena at Fort Myer. One of them was built by the Wright brothers and is being guarded day and night in their factory in Dayton, O. The other, built by A. M. Herring, is locked up in the builder's laboratory in Philadelphia. About a week before the trials the machines will be shipped to Fort Myer,

where they will be set up and begin jockeying for the final heats. Both builders will have large tents, or aerodromes, erected near the grounds in which to house their machines, for the trials will last 30 days or more.

The machines will be tested for distance, speed, endurance and in every other function requisite for serviceable scouting ships in actual warfare. A five-mile rectangular course will be measured off, and a commission named by the war department will act as judges.

The Wrights will receive \$25,000 for their machine, if it makes 40 miles an hour, and 10 per cent. additional for every mile better than that speed. For every mile under 40, a reduction of ten per cent. will be made down to 35 miles an hour, and if it falls below that record it will be rejected. Herring is to receive \$20,000, with the same conditions of increase and deduction.

But this is not the only big offer of prize money for the successful airship. The Michelin brothers of France have offered 260,000 francs (about \$52,000) for a long flight of the aeroplane. In a letter to the president of the Aero club of France the Michellins offer a cup and a special prize, to be bestowed upon an apparatus heavier than air which fulfills the following conditions:

"Annual Cup—Each year before January 31 (except for the year 1908) the Aero club shall fix the program of the contest, which shall close the first of January following. It shall decide the dimensions of the track, the turning points, the heights, etc., and all the conditions under which the flights will have to take place along the track, which must be a closed circle. The winner is to be the flyer who, by midnight of December 31, shall have made the greatest distance on the given track, either to France or in one of the countries affiliated with the Aero club. This record, to be valid, must be confirmed by the International Federation of Aero Clubs.

"The distance should be, each year, double that of the previous one traversed by the winner. The winner of the cup for 1908 should make at least double the distance made by Mr. Henri Farman in his latest record of January 13.

"This cup will be intrusted each year to the aero club of the country where the established, confirmed record has been beaten by the greatest distance.

"The prize of 15,000 francs will be

awarded to the victorious aeronaut.

"If in any year the cup is not awarded, the aero club which has held it up to that time will retain it, and the 15,000 francs will be added to the same sum the following years.

"The victor of the tenth year will become the owner of the cup, and a fac-simile of it will be handed over to the aero club of the country in which the record was made.

"The trials are to be made in France under the auspices of the Aero club of France; abroad, under the control of the aero club of the country where the races are held, on condition that the club is affiliated with the Aero club of France, and under the conditions above mentioned.

"Special Prize—If before January 1, 1918, a flyer, piloting his two-seated machine, occupied, makes the following record, confirmed by the Aero club of France: Flying from a given place in the department of Seine, or that of Seine-et-Oise, turning around the Arc de Triomphe in Paris, then around the cathedral at Clermont-Ferrand, and settle on the summit of the Puy-de-Dôme—a prize of 100,000 francs (\$20,000)."

These, then, are the prizes for which Americans—or anybody else, for that matter—are asked to compete. Farman has made his kilometer—about three-fifths of a mile—only to quadruple that distance two weeks later. And now the Wright brothers, Wilbur and Orville, of Dayton, O., flying over the sand dunes near Manteo, N. C., have made a 32-mile flight, or 40 times that far.

## THE WIT OF WOMAN.

Pretty Girl's Neat Scheme to Win Short-Sighted Swain to Time.

He was an eligible youth, tall and comely. Unhappily he was near-sighted and decidedly shy.

She was a pretty girl and knew it. Incidentally she wanted the youth to know it, but he was near-sighted and decidedly shy.

Do what she would she couldn't lure him to look at her from a reasonably near point of view. She felt convinced that if he could be brought to a realization of her prettiness the rest would be easy—and to win his admiration was the consummation she devoutly wished.

One evening he called to escort her to a concert, and presently she came down the stairway attired in her most fetching finery. As she greeted him, he noticed that she was holding her handkerchief to her face.

"I seem to have something in my eye," she explained. "It's quite annoying. Perhaps you wouldn't mind trying to see what it is, Mr. Follansbee?"

He came forward a little reluctantly, being shy, while the girl under the electric light, tilted her head back and looked as demure as possible. By degrees he came closer and closer—and suddenly the girl's face dimpled in a smile. Then he drew back with a quick gasp.

"Why, how very pretty you are!" he murmured in the tone of a man announcing an important discovery.

And the ailing eye was forgotten.

Look for the cards about the middle of next month.—Cleveland Plain Dealer.

## Great Musician's Humility.

A number of letters of Richard Wagner which have never been published, are printed in the Berlin Neue Rundschau. In one of these Wagner's humble style is shown. It is a letter to the manager of the Dresden opera house, dated June 4, 1842, thanking him for having accepted for production Wagner's "Rienzi." "May your excellency," he says, "make us happy with your further good will, and be assured forevermore of the most respectful esteem as well as the deepest gratitude of one who has the honor to sign himself your excellency's most obedient servant." The man to whom this letter was written was Freiherr von Lüttichau.

## AN HONEST DOCTOR ADVISED PE-RU-NA.

MR. SYLVESTER E. SMITH, Room 218, Granite Block, St. Louis, Mo., writes: "Peruna is the best friend a sick man can have."

"A few months ago I came here in a wretched condition. Exposure and dampness had ruined my once robust health. I had catarrhal affections of the bronchial tubes, and for a time there was a doubt as to my recovery."

"My good honest old doctor advised me to take Peruna, which I did and in a short time my health began to improve very rapidly, the bronchial trouble gradually disappeared, and in three months my health was fully restored."

"Accept a grateful man's thanks for his restoration to perfect health."

## Pe-ru-na for His Patients.

A. W. Perrin, M. D. S., 900 Halsey St., Brooklyn, N. Y., says:

"I am using your Peruna myself, and am recommending it to my patients in all cases of catarrh, and find it to be more than you represent. Peruna can be had now of all druggists in this section. At the time I began using it, it was unknown."



## Libby's Vienna Sausage

You've never tasted the best sausage until you've eaten Libby's Vienna Sausage.

It's a sausage product of high food value. Made different! Cooked different! Tastes different and is different than other sausage!

Libby's Vienna Sausage, like all of the Libby Food Products, is carefully prepared and cooked in Libby's Great White Kitchen.

It can be quickly served for any meal at any time! It is pleasing, not over-flavored and has that satisfying taste! Try it!

Libby, McNeill & Libby, Chicago.

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